

### **Amendments to the Claims:**

*This listing of claims will replace all prior versions, and listings, of claims in the application:*

1. (Currently Amended) A stabilizer bar assembly for a vehicle, the vehicle having an axle assembly and a suspension system for supporting the vehicle on the axle assembly, the stabilizer bar assembly comprises:

a stabilizer bar having right and left ends that are operatively connected to the axle assembly at spaced locations, the stabilizer bar has ~~at least~~ one annular ring intermediate the ends;

a first bushing and a second bushing each having an inner surface that contacts the stabilizer bar, the first bushing having a groove defined within the inner surface, the groove [[for]] receiving the annular ring and contacting opposite sides of the annular ring; and

a first and a second bracket that each engage an outer surface of one of the bushings to secure the first and second bushings to the vehicle at first and second spaced locations, wherein the location of the first bushing is established based upon the location of the annular ring and the second bushing is attached to the stabilizer bar at a location on the stabilizer bar that aligns with the second location on the vehicle.

2. (Original) The stabilizer bar assembly for a vehicle of claim 1 wherein the annular ring is a ring integrally formed on the stabilizer bar.

3. (Original) The stabilizer bar assembly for a vehicle of claim 2 wherein the ring is integrally formed by heating the stabilizer bar and upsetting the bar in a forming die.

4. (Original) The stabilizer bar assembly for a vehicle of claim 1 wherein the annular ring is a separately formed ring that is secured onto the stabilizer bar in an assembly operation.

5. (Original) The stabilizer bar assembly for a vehicle of claim 1 wherein the stabilizer bar is a solid bar.

6. (Original) The stabilizer bar assembly for a vehicle of claim 1 wherein the stabilizer bar is a hollow tubular member.

7. (Original) The stabilizer bar assembly for a vehicle of claim 1 wherein the first bushing has a cross-section that defines the groove to include first and second walls that extend outwardly from the inner surface of the bushing, the first and second walls engaging the opposite sides of the annular ring.

8. (Original) The stabilizer bar assembly for a vehicle of claim 1 wherein the first bushing has a cross-section that defines the groove to include a curved concave wall that extends between two spaced portions of the inner surface of the bushing, the curved concave wall contacting opposite sides of the annular ring.

9. (Original) The stabilizer bar assembly for a vehicle of claim 1 wherein a rib is formed on an outer surface of the first and second bushings and the first and second brackets each have a receptacle portion for receiving one of the respective ribs.

10. (Original) The stabilizer bar assembly for a vehicle of claim 9 wherein lateral loads applied to the groove by the annular ring are resisted by the bushing and transferred through the bushing to one of the ribs and, in turn, to the bracket.

11. (Currently Amended) In combination, stabilizer bushing assembly and a stabilizer bar having an outwardly extending convex protrusion comprising:

a bushing having an inner surface adapted to engage the stabilizer bar and an outer surface having a rib ~~first surface feature~~, the inner surface defining a concave recess that has right and left sides that are adapted to engage the convex protrusion on the stabilizer bar to resist lateral movement of the stabilizer bar relative to the bushing;

a bracket engaging the outer surface of the bushing, the bracket having a receptacle portion ~~second surface feature~~ that engages the rib ~~first surface feature~~ of the bushing to resist lateral movement of the bushing relative to the bracket;  
wherein the recess defines a concave wall and the protrusion defines a convex outer surface,  
and wherein lateral loads applied to the concave wall by the convex outer surface of the protrusion are resisted by the bushing and transferred through the rib to the receptacle portion of the bracket.

12. (Original) The combination of claim 11 wherein the protrusion is a ring integrally formed on the stabilizer bar.

13. (Original) The combination of claim 12 wherein the ring is integrally formed by heating the stabilizer bar and upsetting the bar in a forming die.

14. (Original) The combination of claim 11 wherein the protrusion is a separately formed ring that is secured onto the stabilizer bar in an assembly operation.

15. (Original) The combination of claim 11 wherein the stabilizer bar is a solid bar.

16. (Original) The combination of claim 11 wherein the stabilizer bar is a hollow tubular member.

17. (Original) The combination of claim 11 wherein the right and left sides of the recess extend outwardly from the inner surface of the bushing, the right and left sides engaging opposite sides of the protrusion.

18. (Original) The combination of claim 11 wherein the right and left sides of the recess define a concave wall that extends between two spaced portions of the inner surface of the bushing, the concave wall contacting opposite sides of the protrusion, and

wherein the protrusion has a convex outer surface that is engaged by the concave wall of the bushing.

19.-20. (Canceled)

21. (New) The combination of claim 11 wherein the convex outer surface and the concave wall are both partially spherical.

22. (New) The stabilizer bar assembly of claim 1 wherein the second bushing is a duplicate of the first bushing and also defines a second groove, wherein the second groove and stabilizer bar form a void around the stabilizer bar when assembled together.